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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XI • NUMBER 7 • JULY / AUGUST • 1993

BUICK
1937  1938

TORQUE TUBE

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The 9th Cylinder

We've come to the end of an important subscription year for the club. **Bill Olson** (#427) stepped down as Editor. Your new team took over producing the *Torque Tube* so the club would continue with a smooth transition. Our roster has grown so that now we have 462 members worldwide!

Publishing the *Torque Tube* is a team effort. As Editor, I take care of the finances and the mail that comes in, inquiries, new subscriptions, letters from members, writing articles etc. here in Los Altos, CA. **Dug Waggoner** (#10) does the design, layout and type production for each issue in Berkeley, CA. The camera-ready artwork is sent to Bill Olson in Columbus, Ohio. Bill then takes it to the printer where it's printed, bound, stuffed into envelopes with mailing labels attached and mailed. Bill also takes care of mailing the *Torque Tube* to our international members.

Jim Flack (#499) is responsible for the membership data base, mailing labels and the yearly roster. **George Canavan** (#806) keeps track of our advertisers and when they need billing. **Don Micheletti** (#250) is the person I turn to when I need technical help. **Wayne Chan**

(#140) is a great writer who sometimes edits my articles and contributes articles of his own. None of us receive any payment for our efforts. We do it because we love 1937 and 1938 Buicks and want the club and the *Torque Tube*, to continue in it's present form.

Most subscriptions expire with this issue. If your envelope mailing label says "Expires '93", your subscription is due! Please fill out the membership/roster form enclosed and return it with your check. The information you give about your car(s) is used for the roster. And even if your subscription doesn't expire now, you may have added some new cars to your stable, so send it in. With the production and mailing costs at

\$2,000 per issue, we need 400 members to break even. I feel that with 462 members we can keep our present renewal fee at \$30 U.S., \$31 Canada, \$42 Europe and South America and \$50 for everybody else. This is based upon everybody renewing, so please return that form now.

A Special Thanks is due all the members who have sent in articles, photos, letters of encouragement or other material. Your contributions are greatly appreciated. ☛

**It's
RENEWAL
TIME!
Please
Do It NOW...
before you
Forget!**



FOUNDED IN 1980 BY DAVE LEWIS



The New Zealand Vintage Car Club (NZVCC) will be celebrating their 50th anniversary in Christchurch, N.Z. The celebration features 5 days of Monte Carlo Motoring (?) on the South Island's traffic free roads through some of the world's most beautiful scenery. Then, all roads lead to Christchurch for a further 7 days of Hub and Optional Rallying. There will also be a swap meet, speed event and entertainment and it will take place in February, 1996. February is in the middle of their summer, so if you want to beat the cold here in the U.S.A., New Zealand looks like a great place to spend winter.

My wife spent several months there in 1969 and still talks about how much she enjoyed her visit and how friendly everyone was. There will be some cars available for visitors to borrow, (like a '38 Buick Holden?) but you need to apply early. For more information, you should contact G.J. Letica at 26 Dunraven Place, Torbay, Auckland 1310, New Zealand.



In June, my wife and I spent a couple of weeks in Colorado. While there I visited two owners of 1938 Buick Century coupes. One was Harry Thompson Jr. in Greeley, Colorado, about an hour's drive north of Denver.

Harry bought and raced his non-side mounted 38-66S when he was a teenager around 1960. It is not running but kept garaged. The car has been changed from factory original with a light blue paint job, blue dashboard, and blue and white naugahyde upholstery including the jump seats.

Harry's favorite year Buick is 1941. He has 8 1941 Buicks plus 11 post-war models. Most do not appear to be in running condition and some are parked outside.

An all original 1938 Century Coupe was found an hours drive south of Denver. The coupe together with a 1938 Special slant back sedan Model 47 are in the backyard of a Colorado Springs home. For more details, see the article on the Cover Car.

Harry

TORQUE TUBE

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Please send all articles, ads subscriptions and inquires, etc. to:

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1937-1938 BUICK CLUB

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Please list 1937 or 1938 Buick Automobiles ONLY. Also list your vehicles condition on a scale from 1 (poor) to 10 (mint or totally restored) or an * (asterisk) if the car is undergoing total restoration. In the "Mfg." column, please indicate if the car is "GM" (U.S.), "McL" (Canadian McLaughlin), "Hldn" (Australian Holden), Brewster, GM-SA, Flexible or "Custom" for any other coachwork.

COVER CAR

This unrestored 1938 Century Sport Coupe Model 66S sits forlornly in George Schimmack's back yard in Colorado Springs, CO. It's interesting to look into the soul's of what used to be someones pride and joy. You can almost read these cars like a book when you stop and observe things like the wear on the pedals, items in the glove box, under the seats and in the trunk.

HIGHLY RESTORABLE

By Harry Logan



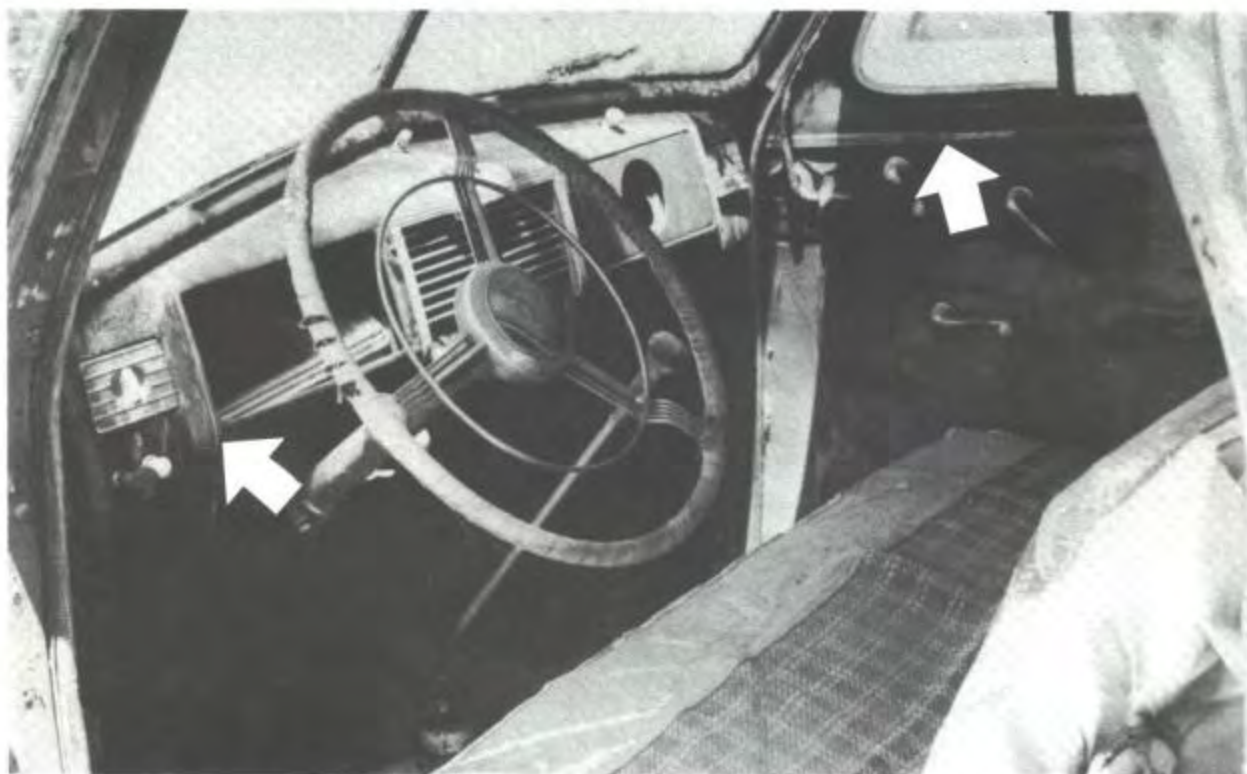
A 1938 Buick Special Model 47 and Century Sport Coupe Model 66S sit waiting for restoration. George Schimmack has owned the cars since the early 1980's. The Special will be used as a parts car for the coupe when restoration starts. Hopefully George will part out what's left of the hapless Special four door sedan.



Someone cut out the trunk and rear windows of the car making the sedan into a kind of panel truck. There's still some hay in it where George's dog use to sleep. In it's "Heyday", I bet this car could really "HAUL".



Here's one way to remove the taillights.....cut them out! I can see the surprised look on the guy's face when he opened up the box of parts he ordered. I wonder if the wiring was cut with the same tool?



This car once has a beautiful wood grained dash, which is barely visible now. Notice the correct 1938 Century dash and window molding stainless trim. The 1938 Specials do not have this trim.

BUICK CITY

THE END OF THE STORY

The last two issues featured articles using photos from a Buick promotional magazine titled "TOOLED UP FOR VOLUME." Here is the third and last article featuring 1937 production photos with their original captions.



"An important step in axle assemble is that of locking the axle shaft in the differential."



"This Buick veteran with 25 years of service to his credit, assembles the Torque Tube and its rear-axle gears. Special indicators help him check pinion setting and backlash with precise accuracy. The torque tube is one of the most important features of Buick design. It is likewise an exclusive feature, Buick being the only automobile manufacturer that uses it. It is the keel of the "battleship" and because of it Buick this year has coil spring rear suspension rather than the leaf type of springing, one of the major advances in the industry this year."



"Both fit and finish must be checked on many of the sheet metal parts stamped out in this department. Here a veteran inspector lines up a hood panel on a checking jig before passing it on. Each part must pass similar careful inspection."



"After careful spraying with Duco, the fender pauses while a burly polisher adds satiny sheen with his whirring buffer-wheel. In a few moments it will be ready for final assembly."



1938 CENTURY THREE WINDOW COUPE?

By Harry Logan (#651)



A local newspaper ad for a 1938 Buick three window coupe attracted my attention, so I took a look and a test drive. The car had the quarter windows filled in sometime in its life. I've since learned that it was owned by Gary Stafford (#588) of Ventura, CA. in the 1960's.



This is the way the Buick Design Division had intended the factory rear quarter windows should appear. This very nice blue 38-66S belongs to Howard De Rusha (#689) of Edmonds, WA. Howard has purchased side mounts and welled fenders and plans to add them to his car at some future date.

1937 & 1938 BUICKS IN MINIATURE

By Wayne L. Chan (#140)

One of the many facets of the old car hobby involves the collection of "Automobilia." This term usually means automotive literature, souvenirs to promote sales of automobiles, gas pumps, dealer signs, photos, toys and models.

Long before I ever was able to afford the old car hobby, I was collecting toys and models. Having come from a basically "Buick family," toys and models that resembled or were Buicks were always somewhat more precious. However, that used car lot on my dresser top during boyhood times held an assortment of makes.

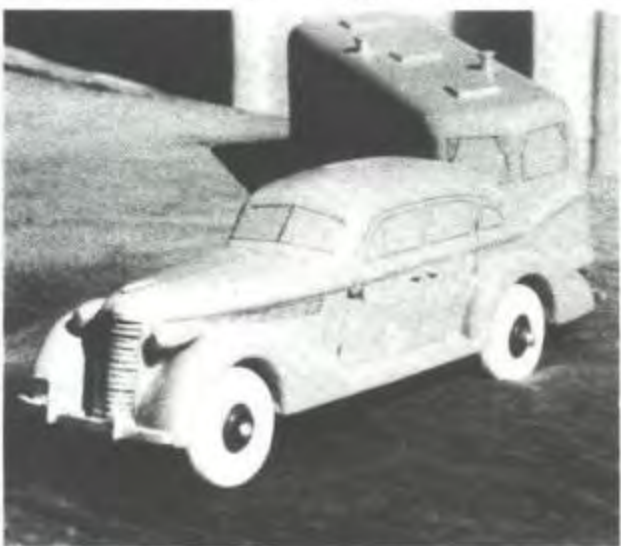
The collection of miniature vehicles has been for many years a very substantial hobby in Europe, but in the past twelve to fifteen years, American collectors have played a greater and greater role in today's miniature auto hobby.

Among my many automotive related interests, the toy and model car obsession has been most long-lived. I have actively collected miniature automobiles for almost a quarter of a century. My collection numbers around 3,000-4,000 items, all scales, all media. The theme of my collection is antique American cars with emphasis on Buicks. Collecting miniature vehicles is

ture vehicles is rooted in the psychology of having a palpable symbol of your vehicle or a much admired vehicle belonging to someone else. Envy has a great deal to do with this mania.

Symbols of late 1930's Buicks have been somewhat rare in my wanderings. Buick Motor Division supported National Products of Chicago as early as 1939 in producing promotional

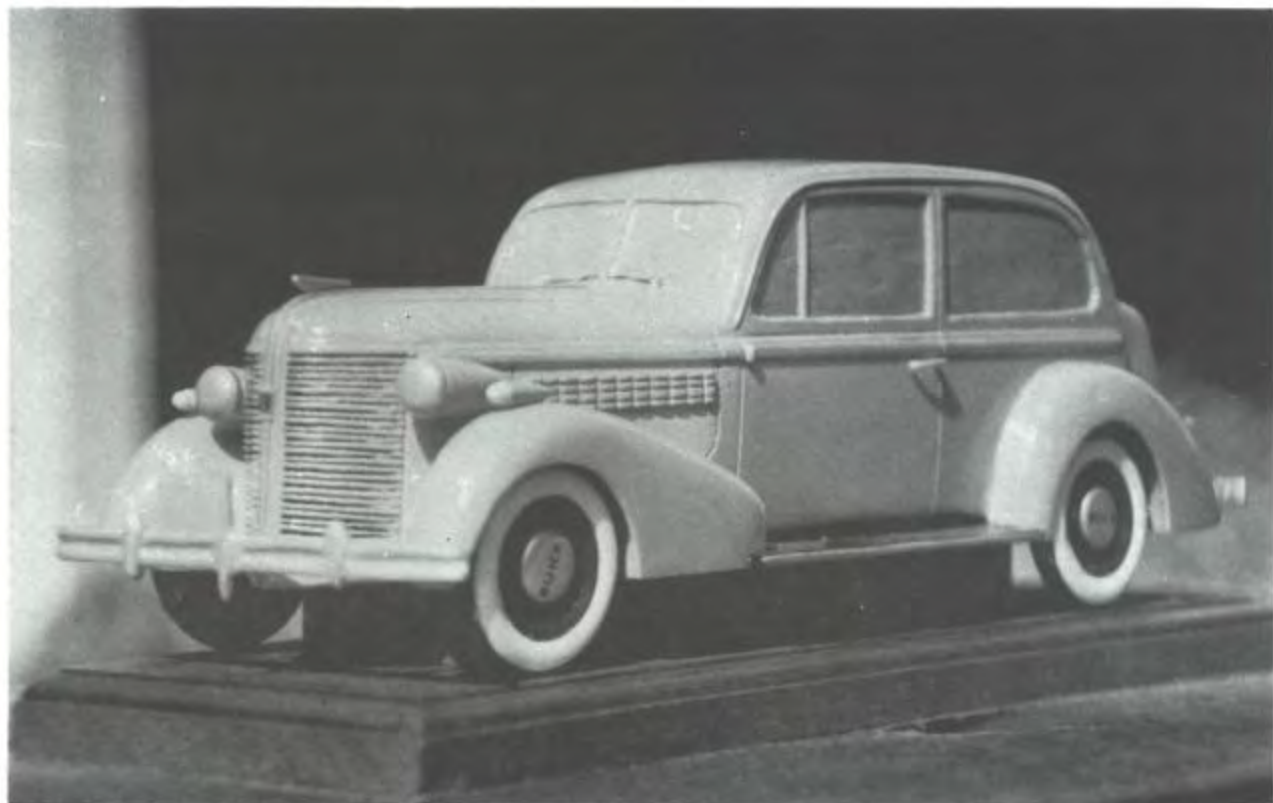
model vehicles and indeed, this company produced models of the 1939, 1940, 1941, 1947, 1949, and 1950 cars. Banthrico made larger 1952-1956 models. AMT used plastic to model vehicles from 1954-1970. A company which is as yet unknown to me revised the promotional Buick model in 1989 with a Regal coupe and a Reatta. Toy companies would occa-



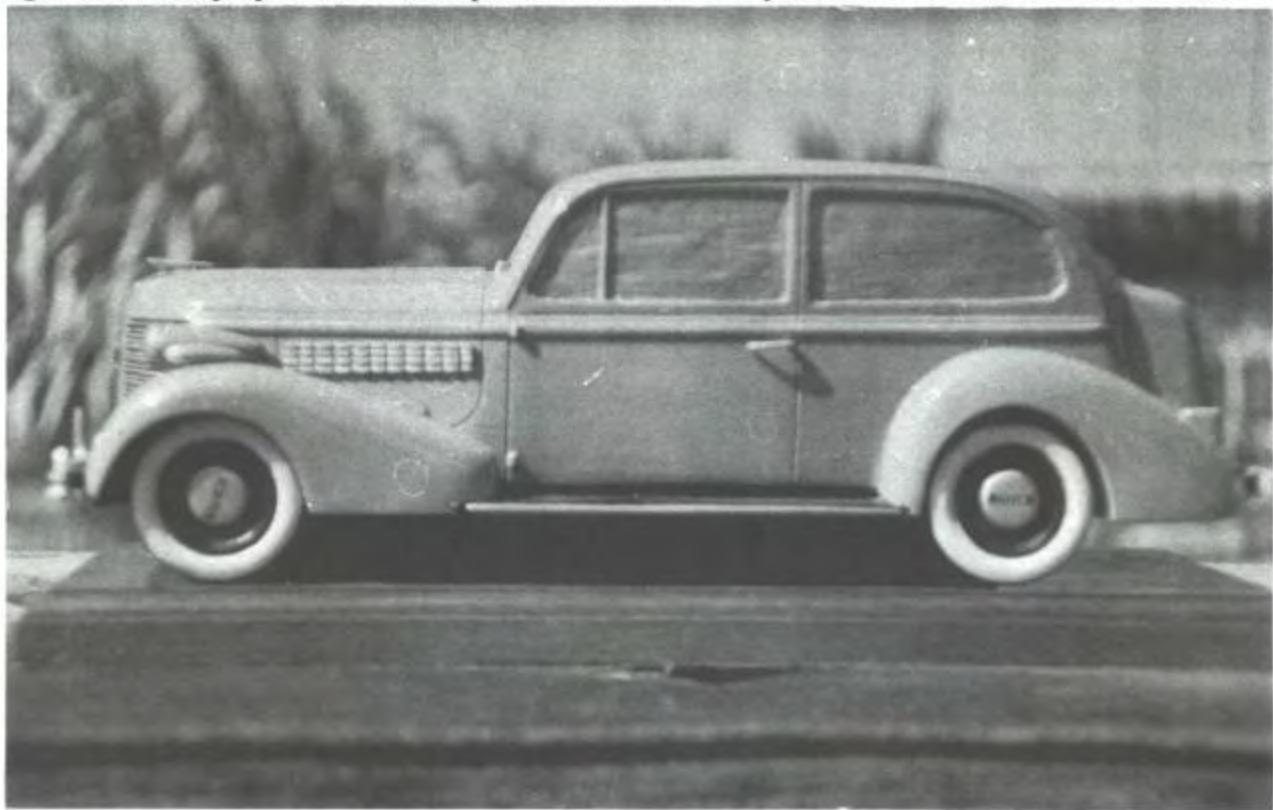
sionally produce Buicks such as the 1939 Dinky Toys Roadmaster sedan and Tootsietoy made a small 1940 coupe and a small phaeton.

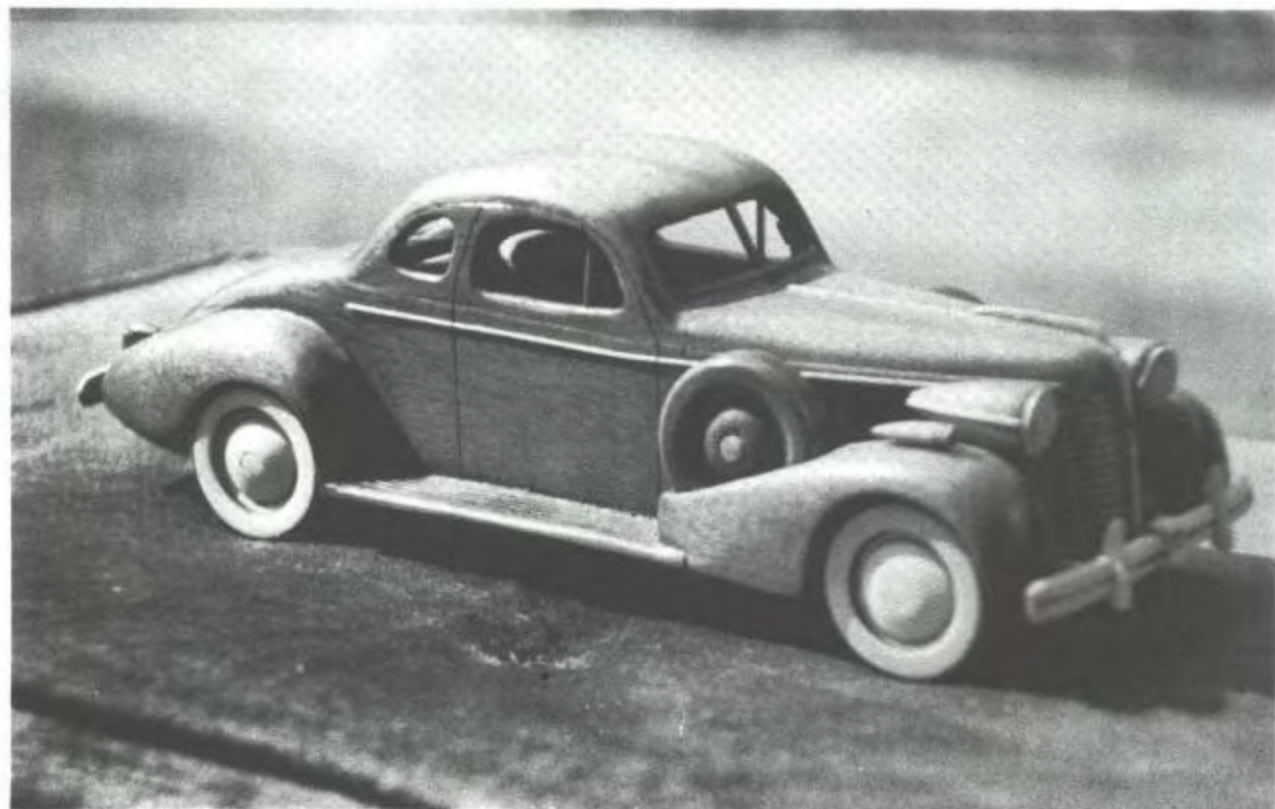
I am a life long 1937-1938 Buick fanatic, but the pickings have always been slim for the toy/model collector. However, I would like to share a few of the items in my collection with you through these photos and promotional pages! I hope you will enjoy this hobby as much as I do.

In the photo above a 1938 Buick Sport Sedan is towing a period trailer. This toy-like model is carved from pine by Randy Lee of San Francisco. The car has red wooden hubs and white rubber tires that roll. Randy Lee is well known among Northern California toy collectors for his skill in woodworking and toy restorations. While this toy has it's proportional distortions, there is no doubt that it represents a 1938 Buick. There is a 1938 Trunk emblem on the lid! (Ed. You could say one might "pine" for a 1938 model)



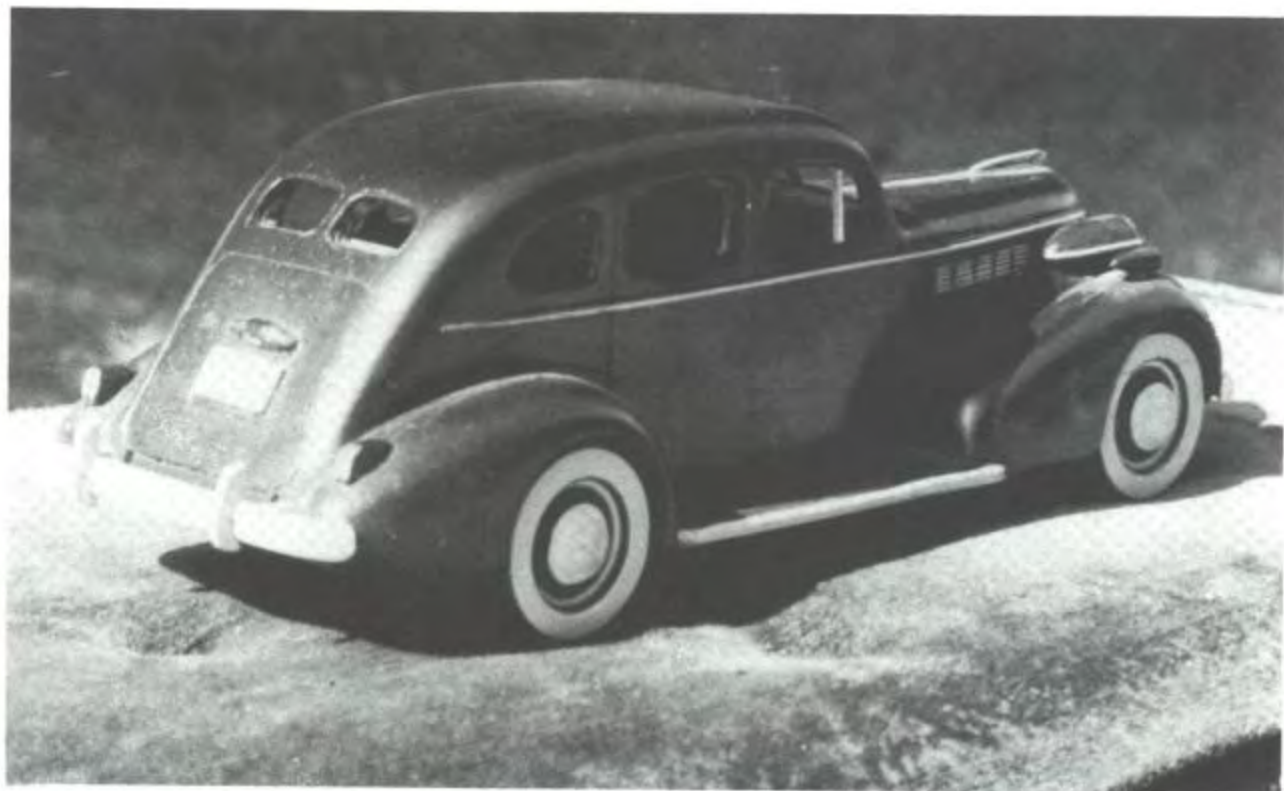
This is a 15 inch long hardwood model of the real car that sits proudly in my garage: a 1937 Model 48. The model car is painted as my real car is: Carot Beige/red wheels (yes, my father's 1937 Buick was this color combination—Spring color??). This wonderful model was created by Jim Means of Antioch, California. Jim is well known as the person who carves the miniature stage coaches for Wells Fargo Bank! Again, there are proportional and shape distortions, but aside from that, what memories this evokes.



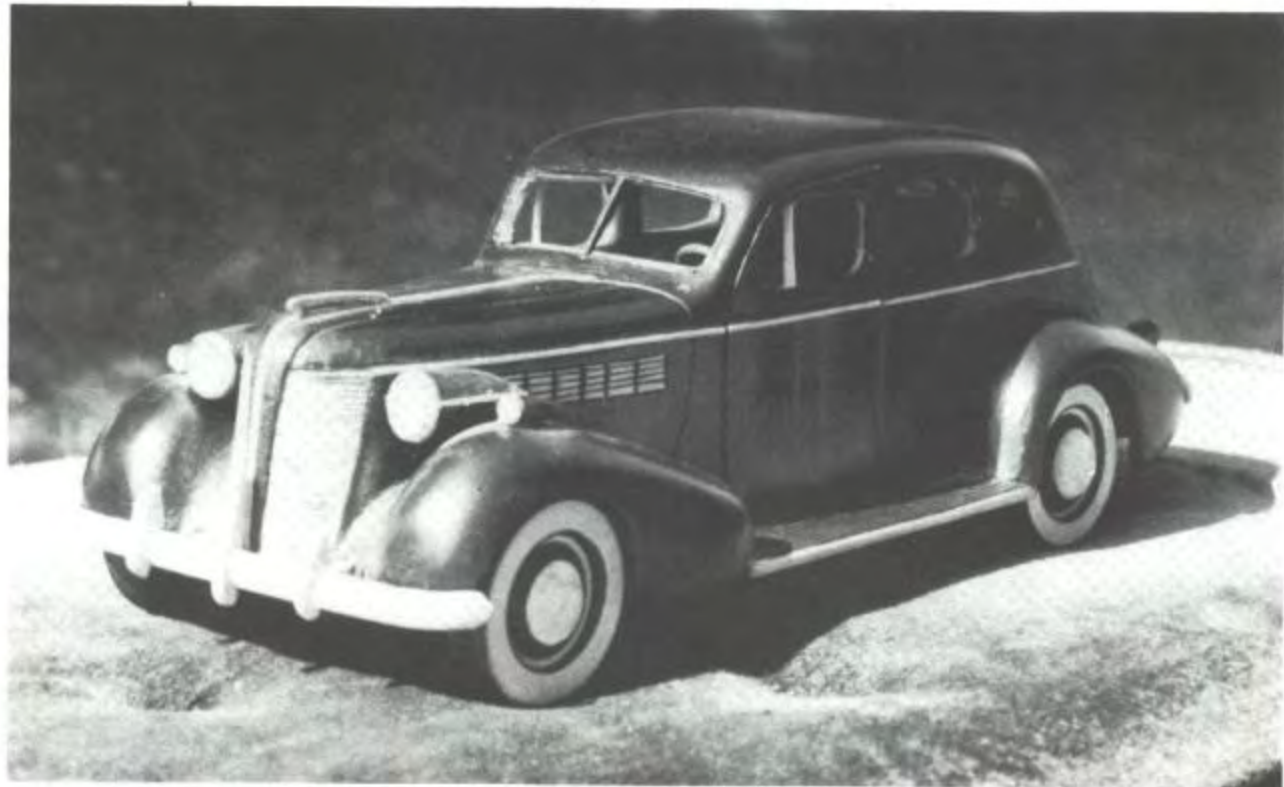


This really beautiful wood carving is of a 1938 66S. It measures between 13 and 14 inches, and is carved by Charles Leak, Jr. of Detroit, Michigan. Mr. Leak at the time he was carving these models in the early to mid 1980's, was an interior designer for Ford Motor Company. The artist intended his works to be "folk art" and not true scale models as the absence of door handles seems to attest! But there is no mistaking the artist's sense of automotive shape and proportion. When one realizes that this model was created from pictures, this piece is really awesome! As a matter of fact the pictures were of Harry Logan's 66S before Harry owned it!





Again a Charles Leak creation of a 1937 model 47 similar to the car I grew up in as a boy. My father owned the real car until 1948. My photo study was based on a car in the local Buick Club chapter and for variation, I ask that this model be stained dark. Both the 1938 (left) and this 1937 have interiors with dashboards, steering wheels, and seats.....and the wheels can be rolled! Other Charles Leak models in my collection: 1936 Buick 66C, top up; 1953 Buick Skylark, top up; 1980 Buick Skylark two door sedan; 1950 Oldsmobile Club Coupe; 1941 Cadillac 60S; 1985 Mustang GT hatchback and a 1986 Taurus GL.





he longer one does any thing, the more humbled one becomes at his lack of knowledge. Imagine my

amazement when in the February 1993 *Antique Toy World*, author Rex Barrett writes an article on three pre-World War II Japanese tin cars, one of which is a foot-long toy of a 1937 Buick four door sedan! Even the grille has a script Buick 8 like the real thing! I recently asked a friend who is somewhat of an authority on the tin Japanese automotive toy what he thought the tin Buick was worth? Answer: **\$10,000**, if one is available! Some five to ten years ago, one Jack Herbert, writing for the *Antique Toy World*, shared a picture and a description of a Japanese tin 1937 Buick coupe! So, after all these years, the world knows that there really were toys of 1937 Buicks!



BUICK 1938, TYPE CENTURY



Conduite intérieure
Touring sedan
Limousine
Guida interiore

70



Torpédo cabriolet sport
Convertible Streamline sport phaeton
Cabriolet, veitürlig
Torpédo cabriolet sport

71



Coupé
Sport coupe
Coupé
Coupé

72



Cabriolet
Convertible coupé
Cabriolet
Cabriolet

73



Conduite intérieure sport
Four-door streamline sport sedan
Sport limousine
Guida interiore sport

74



Conduite intérieure US Army
Touring sedan SU Army
Limousine US Army
Guida interiore US Army

75



Conduite intérieure Pompiers
Touring sedan Fire brigade
Limousine Feuerwehr
Guida interiore Pompiers

76



Conduite intérieure Taxi
Touring sedan Taxi
Limousine Taxi
Guida interiore Taxi

77

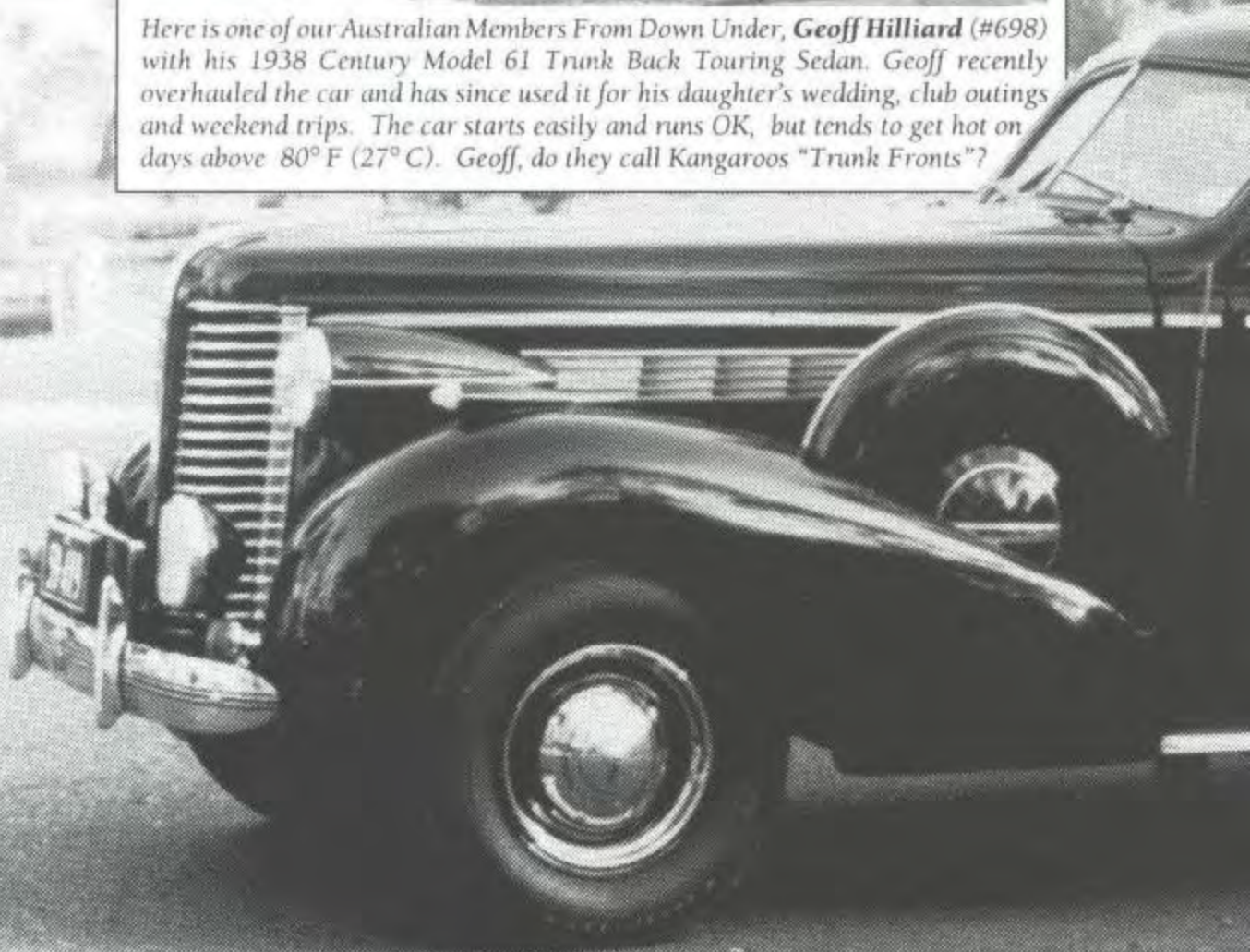
Finally, I have saved the best news for last! In the past decade, Rextoys, a French maker of diecast cars has been creating 1/43rd scale miniatures of 1938 to 1940 Cadillac V-16s, 1935 Chrysler Airflows and most recently, the 1935 Ford lineup. I must share with you my unbridled joy, when I recently opened the most current Rextoy catalog and found proposals for a fleet of miniature 1938 Buick Centuries! Yes, a model 60C, 61, 66C, 66S, 67, and the 61 made into U.S. Army, fire chief, taxi, and two highway patrol versions: one for California and one for Texas. Imagine—to appear at your local toy stores in the hopefully not too distant future and affordable too (\$25 to \$35/car)! **I MUST HAVE DIED AND GONE TO HEAVEN!**

Have fun!

Australian Wonder from Down Under



Here is one of our Australian Members From Down Under, **Geoff Hilliard** (#698) with his 1938 Century Model 61 Trunk Back Touring Sedan. Geoff recently overhauled the car and has since used it for his daughter's wedding, club outings and weekend trips. The car starts easily and runs OK, but tends to get hot on days above 80° F (27° C). Geoff, do they call Kangaroos "Trunk Fronts"?





KOMPARISON KORNER

By Harry Logan (#651)



Recently, I spotted a beautifully restored blue 1938 Cadillac Series 60 Touring Sedan. It has a 130 hp V-8 engine, 124 inch wheel base and uses the same body from the firewall back as the 1938 Buick Century Model 61. Because of their similarities, I thought it would be interesting to compare the Buick with Cadillac, the top of the GM line! The photo below is **Al Lovi's** (#994) beautiful 1938 Century 4 door trunk back sedan. It has a 141 hp straight 8 engine and a wheel base of 127 inches. I'd like to see what the Cad V-8 and a Century could do in the quarter mile.



CADILLAC vs. BUICK



The 1938 Cadillac used a solid gray painted dashboard. Note that Cadillac changed to a column shift in 1938 while Buick waited until 1939. The Buick automatic shift doesn't count here. The steering wheel is similar to the 1936 Buick steering wheel. Al's Century, below, features an original wood grained dash (some models had the chevron pattern), floor shift and a steering wheel with a horn ring.



CADILLAC vs. BUICK



These shots really show that both cars used the same body. Cadillac had the license plate mounted on the tail light while the Buick's is on the trunk. The Cadillac's gas cap is on the right rear fender while Buick's is hidden under a small lid on the left fender. This 38-61 belongs to **Charles Jekofsky** (#524) of Washington, D.C. Well, which one do you like best? According to the Old Cars Weekly Price Guide, a #1 condition Cadillac Series 60 Sedan is worth \$13,000 more than a #1 Buick Century Sedan!



My thoughts on using Antique Car Price Guides

By Joe Giordano (#333)

I have been going to most of the Buick Nationals since 1978 and have yet to see a number one condition '37 or '38 Buick Century. I mean a car that is like new and just like it left the factory. Supply, demand and condition should control prices. Old Car's Price Guide get their prices from auctions. I'll bet they never ever saw a like new authentic 1937 or 1938 Buick Century Convertible. Even if they did, it doesn't mean the price is all it is worth. It only means that the buyers that day, that were there, would not give any more for the car. The buyers at any auction do not represent the whole nation.

The reason they can price modern cars is they are readily available all over the U.S.A. Not

so for a lot of antique cars. If I have an antique car for sale and someone tells me what it's worth in the Price Guide, I tell them why bother me. They should instead call the Price Guide people and ask them where it is.

**The bottom line is that all
1937 and 1938 Buicks are underpriced!**

(Editor: Until I looked up the Buick and Cadillac prices in the Old Car's Price Guide, I had no idea the price spread was so great. Joe Giordano recently sent me a couple letters on this subject. He has been working at automotive body repair and painting for over 45 years and has owned 8 '37 and '38 Buicks, not counting parts cars.)

NEW Members

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1064 Oslo, Norway
(011) 47 22 30 8423
1937-61

Victor Lane (#1014)
Tai-Bach, Cymdu,
Llanrhaeadr Y.M.
(Nr. Oswestry, Salop)
SY10 OEF, Wales
United Kingdom
1937 McLaughlin Special
Convertible Sedan
with English Maltby body
called "The Redfern Tourer"
Restoration in progress!

Member PROGRESS REPORT

By Alan Mattei (#700)



In October of 1991, I purchased a 1937 Century Sports Coupe Model 66S from Hershey. Knowing it had been hit hard and repaired on the drivers side, I still found it to be a Buick worth restoring. It sat for another year in storage and then last October I decided it was time to start my restoration.

As the dismantling progressed I realized to do a perfect job would require a total frame-up restoration.

In the photo on the right, we're repairing the frame on the drivers side that had been bent and a poor repair job done. Further inspection revealed the body to be in pretty good shape, except for a few holes in the rear floor. At this point I felt good about my investment.

After weeks and months of sand blasting, banging, grinding, sanding and undercoating, the body was really shaping up. Now came the time to put it together again, the motor, tranny, brake lines and gas tank all into the restored frame. And finally, put on the body. Now that this mess looks like a Buick again, it's time to get down to the **fun part**, finding where everything goes that you took off. Any of you who have been involved in a project like this knows it is truly a **labor of love**. I will keep you informed as to my progress and hopefully, in the near future be seen driving my beautifully restored 1937 Century.



The Rolling Museum



By Terry King (#826)

Terry and Annie King of Los Angeles and their 1938 Buick Special Model 47 Slant Back Sedan. On the bottom of one ash tray, Terry found a 6/28/43 lube sticker showing 25,180 miles. The door jam sticker showed the car was in Chadron, Nebraska 25 years ago. Only the driver's area shows wear and tear. The little Borg clock pamphlet still hangs from its red string inside the glove box.

1938 autos sported balloon fenders and balloon construction created jagged city skylines. Speed stripes and upswept design lines were "it" in industrial design. Thornton Wilder's classic play "Our Town" was hot off the presses. Fascism was a-boil. The first nylon product, the toothbrush, was offered to the masses as radio listeners panicked en masse during Orson Well's "War of the Worlds" broadcast. Los Angeles' anthem, "Hooray For Hollywood" was released and it was bravo and kudos for the new line of streamlined Buicks.



Technical **BUICK** TIPS

TESTING ANTIQUE CARS

By Harry Logan (#651)

This story was prompted by a June, 1939 Consumer's Union (CU) article on testing used (now our antique) cars. Incidentally, CU lists the 1934 to 1938 Buick Special and 1936 to 1938 Buick Century as one of its First Choices in the Medium-sized and Large Cars categories. Thanks to **Bob Mitchell** (#946) for sending in this CU article. The following is an excerpt from that article.

EASY TO PERFORM USED CAR TESTS

1. Steering Gear: With the front wheels pointing straight ahead, move the steering wheel back and forth with thumb and finger. If free

movement of the steering wheel, before the front wheels begin to move, is more than two-and-a-half inches (measured on the rim) the steering gear or connections are too loose for safety.

2. Loose Wheels: Stand beside a front wheel, grasp it at the top with both hands and shake it to and from you. If you feel a slack and hear a clucking noise, either the front wheel bearings are loose or the kingpins on which the wheels swing are worn, which will usually cause tire wear, shimmy or poor steering.

3. Clutch: Push the clutch pedal with one finger. There should be at least an inch of relatively free movement. If there is none, the clutch may be badly worn and may have been damaged by slipping.

4. Clutch: Start the engine. (It should warm up without intermittent clicks or sharp knocks from piston slap.) When it is warm, engage high gear, set the brakes hard, gradually open the throttle, and engage the clutch slowly. The engine should stall the moment the clutch is fully engaged unless the clutch is slipping.

5. Brakes: Sit behind the wheel and push down and hold the brake pedal for half a minute. If the pedal gives way slowly, look for leaks in the hydraulic system.

6. Brakes: Release the steering wheel when the car is traveling about 20 m.p.h. and apply the brakes hard. If the car swerves to one side the brakes need adjusting.

7. Starter: Remove the coil wire to prevent the engine from starting. Engage the starter (by pressing down on the accelerator pedal or a push button on

modified Buicks) for a short time, and then let the engine come to rest. Repeat 8 or 10 times. Burred or broken teeth on the flywheel starter gear will clash or grind, or prevent the starter from engaging.

8. Blowing Smoke: Warm up the engine and have someone else race it momentarily. If light blue smoke appears at the rear of the car, oil is getting by the piston rings or valve guides.

9. A severe test for engine adjustment: Slow down to 3 m.p.h. in high gear, using the brake if necessary. Release brake and depress the accelerator. If the engine picks up smoothly without bucking or hesitation, condition of the valves, valve guides, low speed carburetion, and ignition system is satisfactory.



Based upon my experience in buying antique cars, I'd add a few more checks. First, I'd remove the valve cover. If the car has only been started from time to time and not been brought up to operating temperature, you may find rusted rocker arms and stalactites forming in the top of the rocker arm cover due to condensation. I did!

I'd also ask the owner for permission to do a compression check. This could save you a lot of money later on. The readings should be from 110 to 118 pounds with a 6 pound uniformity between cylinders according to the 1938 Buick Service Manual.

Check the motor serial number to be sure the engine is correct for the car using the chart below from the "Motor Manual book".

Also check the frame number. On 1938

Buicks that number will tell you at which plant your car was assembled. Here is a good trick you can use to memorize where 1938 and later Buicks were assembled. Just remembering that a first digit of 1 = Flint, Michigan, 2 = South Gate, California and 3 = Linden, New Jersey. Notice in the same chart below that the first digit of the motor number indicates what series it is. (4=Special, 6=Century, 8=Roadmaster and 9=Limited).

Also, I'd crawl under the car with a flashlight. Better yet, put the car on a hoist. Look for loose parts, rust and leaks or anything else that's not right such as modifications.

If the car fails any of these checks and you still want it, the owner should see that you're a serious buyer and you should now be able to negotiate a lower price.

		FRAME NUMBER	MOTOR NUMBER
1937	Eight.....37-40	2999497 to 3219847	4-3166225 to 4-3396936
	Eight.....37-60	2999497 to 3219847	6-3176225 to 6-3396936
	Eight.....37-80	2999497 to 3219847	8-3176225 to 8-3396936
	Eight.....37-90	2999497 to 3219847	9-3176225 to 9-3396936
1938	Special Eight.....38-40	(F)1-3219848 to 1-3388546	4-3396937 to 4-3572651
	Century Eight.....38-60	or (L)3-3245765 to	6-3396937 to 6-3544292
	Roadmaster Eight.....38-80	3-3376283 or (C)2-3238767 to	8-3396937 to 8-3544292
	Limited Eight.....38-90	2-3386843	9-3396937 to 9-3544292



ADJUSTING THE STARTER SOLENOID RELAY

By Harry Logan (#651)

My car starts by pushing down on the accelerator pedal, but the starter worked sometimes and sometime it didn't. As the starter had recently been rebuilt by RBR Electronics, I suspected maybe the vacuum switch was not working. I shorted it out with a jumper wire with the ignition on. That should cause the starter to turn, but nothing happened. Whenever I tried to start the car either by pressing the accelerator pedal or shorting the vacuum switch, I could hear the starter solenoid relay click indicating the vacuum switch and the solenoid relay were working.

Then I pushed down on the relay contacts with my finger and the car started. I tried this several times and each time the car started. Otherwise it wouldn't. Then I tried filing the relay contacts to remove any corrosion but the starter still wouldn't

work. So I removed the solenoid from the starter and set it on my workbench. Next I checked the air gap between the open relay contacts with a feeler gauge and it was between the specified limits of .025" to .045".

I also measured the air gap between the relay armature (the metal piece you push with your finger to close the relay) and the top of the relay's pole piece. It should measure .010" to .013" with the points closed (**by pushing with your finger**). Mine was way off, so I loosened the two small adjusting screws which allow you to raise or lower the armature to get the correct setting. That did the trick. Now my car starts every time!

TUNE-UP TIP: Pushing the relay with your finger makes an easy way to turn the motor as you watch the distributor cam bring the points to their widest gap before adjusting them..



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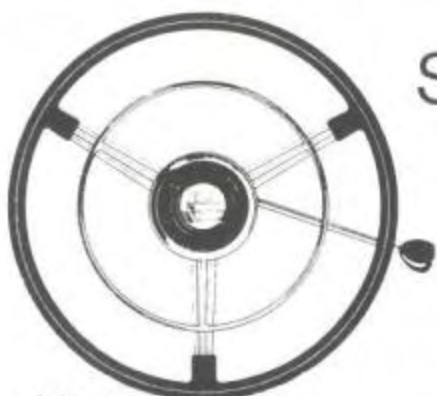
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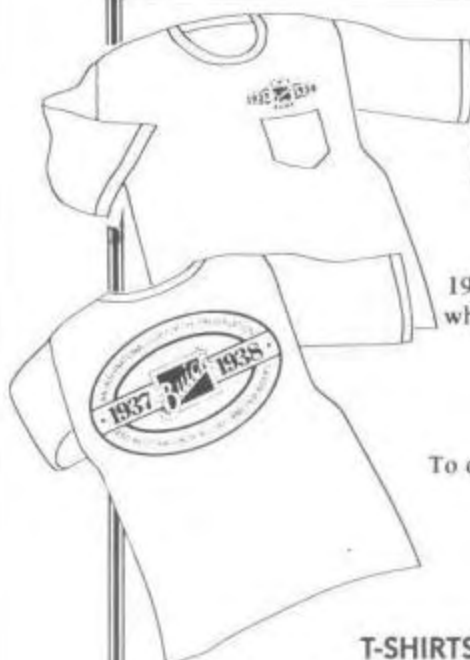
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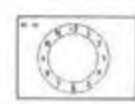
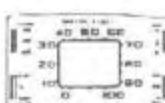
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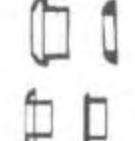
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